



AC CLASS RULE

Interpretation No 8

Rule References:

6.2. The hulls, cross structure, and wing spar curved shell shall be built using Measurement Committee certified Master Patterns. The build tolerance on these patterns shall be +/- 0.002 m referenced to the IGES File supplied by the Regatta Director. Where specified in Appendix C, D and E, molds approved by the Measurement Committee shall be built and used for component fabrication but they shall not be manipulated or modified or designed to manipulate or modify the resulting component shapes in any way.

6.4. Construction and assembly and methods, from Appendices C, D, and E form part of the AC Class Rule must be complied with and certified by declarations of Appendix B, except:

- (a) Competitors may make up to 2 changes to the structural design in the wing and each hull as defined in Appendices C and E. The changes shall not exceed the redistribution of more than 5 kg total for each hull and 3 kg in the wing. These changes are only permitted to accommodate local fitting of AC Class Rule permitted systems.

7.2 The hulls outer surfaces shall be built from a Measurement Committee approved mold referenced in Rule 6.2 except for hull surface that is:

- (a) on the lower outer surface of the hull surrounding the daggerboard penetration in accordance with Rule 11.2 and does not exceed 0.750 m longitudinally by 0.150 m transversely either side of the hull centerplane;
- (b) on the lower outer surface of the hull surrounding the rudder penetration in accordance

with Rule 10 and does not exceed 0.600 m longitudinally by 0.150 m transversely either side of the hull centerplane;

- (c) an area on the upper surface of the hull no larger than required, for permitted rudder and daggerboard movements and systems
- (d) as defined in Rule 7.11
- (e) within 0.050 m of fittings, rigging attachments, or instruments;
- (f) local reinforcements;
- (g) openings for cockpit drainage complying with Rule 7.5, and positioned no lower than the cockpit sole.

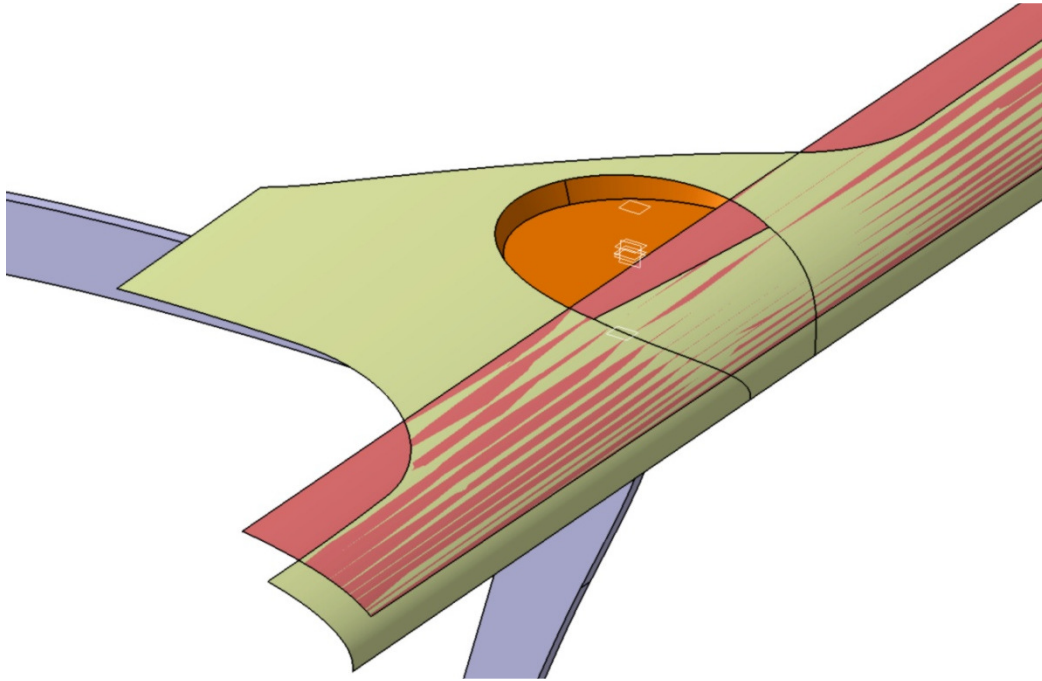
18.11 Local reinforcements, increased core density, or removal of core are permitted in way of fittings, attachments, and openings for permitted AC Class Rule systems. Any such local area must equal or greater strength, stiffness and weight than the supplied design documentation in accordance with Appendices C, D, and E and complying with Rule 18, 19 and 20.

Question:

The question deals with the wing winch position. (see picture 1)

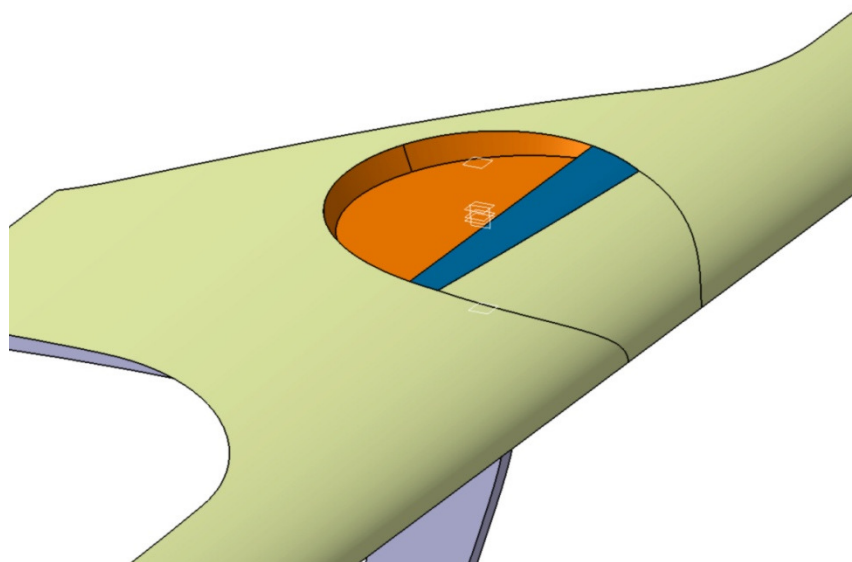
The orange surface is the winch recess (flat surface). The recess is 20 mm thick and stay inside the 50 mm from the winch allowed by the rule 7.2.

The pink surface is the Unis ply #77 (as it is provided in the construction drawings).



Picture 1

The recess, as it is designed, will partially cut the Unis stripe. However, it only cuts the Unis (the blue stripe in picture 2) which will be cut also by the cockpit openings defined in the rules.



Picture 2

Is this recess represent a change in the structural design of the hull as defined in the rule 6.4 ?

Interpretation

Yes, this change is subject to the limitations and requirements of Rule 6.4 (a) and (b) because it is to accommodate local fitting of AC Class Rule permitted systems.

Attention is also directed to Rule 18.11 as follows:

“Local reinforcements, increased core density, or removal of core are permitted in way of fittings, attachments, and openings for permitted AC Class Rule systems. Any such local area must equal or greater strength, stiffness and weight than the supplied design documentation in accordance with Appendices C, D, and E and complying with Rule 18, 19 and 20.”

END

Issued by the America's Cup Measurement Committee on January 7, 2016